

Approved For Release 2009/07/16 : CIA-RDP87M00539R000901150016-6

27 June 85

RE: ER 2292-85

Per Betty, SA/DCI:

No response is necessary. Advised D/PAO



STAT

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**EXECUTIVE SECRETARIAT****ROUTING SLIP**

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI		X		
2	DDCI		X		
3	EXDIR				
4	D/ICS				
5	DDI				
6	DDA				
7	DDO				
8	DDS&T				
9	Chm/NIC				
10	GC				
11	IG				
12	Compt				
13	D/OLL				
14	D/PAO	X			
15	VC/NIC				
16					
17					
18					
19					
20					
21					
22					
	SUSPENSE				

## Remarks

Pls coord and prepare response for DCI.

3637 (10-81)

Executive Registry
85- 2292

N

CA

35

STAT

Executive Secretary
14 Jun 85
Date

 DCI  
 EXEC  
 REG

C-103

CITIZENS  
FOR  
AMERICA

Executive Registry

85- 2292

**LEW LEHRMAN***Chairman*

He is unable to help me now due to his responsibilities, but will be available after June 10, 1985. I would like to have you contact him at that time to discuss the possibility of bringing the Spitfire to America. The cost of shipping would, of course, be borne by the American public.

**The Honorable William J. Casey**  
**Director of Central Intelligence**  
**Central Intelligence Agency**  
**Washington, D.C. 20505**

Dear Bill:

A Founder of CITIZENS FOR AMERICA has purchased a Super Marine Spitfire, the famous fighter of World War II in England. He has flown the airplane in England and reports to me that it is in superb flying condition. He now wishes to bring it to the United States to be utilized in air shows where it will be the lead attraction.

As you may know, there are very few flyable Spitfires in the world and the idea is to bring it to the United States as soon as possible in the safest way. One approach to this is to take the wings and propeller off the airplane and crate it into a box that would be approximately 35' long, 3' wide and 10' high. If you are aware of any sort of transport that could accommodate such a box flying back from the London area, it would be the most expeditious method of transporting the airplane back.

The owner of the airplane would agree to show and fly it upon request as a thank you for helping to bring this museum piece back to the United States. I think the national interest in aviation and America's fine heritage in World War II are reasons enough to warrant the accomodation of this request.

DCI  
EXEC  
REG

C-103

I have been in touch with Verne Orr, but unfortunately he is unable to help us because of certain Air Force restrictions. I will be in touch with you in the next few days to see if we can arrange for this transportation. Incidentally, the plane can be flown to any base in England that would be appropriate. The cost of crating would, of course, be borne by the aircraft owner.

Sincerely,



Lewis E. Lehrman  
Chairman

P.S. The exact specifications of the Spitfire are as follows: It is a Mark XIV powered by a Rolls Royce Griffon engine built in 1944 and served in the last year of the war in the Southeast Asia Command. It is a fighter reconnaissance Spitfire and was armed with two 20 millimeter cannons, two .303 machine guns and two .50 machine guns.